

19 February 1962

SUBJ: Local Test Flight Program

This is submitted in response to HQ's request to have a schedule of the program. Unfortunately it is difficult to establish an accurate prognosis of the exact schedule for the C-123 Local Test Flights due to many factors: Weather; results of one test determining the next; and equipment availability.

We now feel that a series of tests which fall in three broad categories will be helpful to us in development of the payload system. These tests are as follows:

1. V/H Subsystem: This subsystem, or parts of it, can profitably be evaluated over varied terrain and with several cloud and illumination conditions.
2. Stabilization Breadboard: These tests will prove invaluable in determining the behavior of this system. Such tests will assure protection of the prototype, when it is installed. Furthermore, early flights of this unit will "debug" many operational problems.
3. Prototype System: These flights will provide the opportunity to perform many tests which otherwise would require many times as many A-12 flights. Furthermore, the entire system can be assessed in the air much more meaningfully than in the laboratory, and the C-123 will permit this assessment to be made without the severe seeing which is anticipated later.

Figure 1 is a schedule which appears feasible at this time. Please note that the new aerial target evaluation flights appear as a ghost line and will be accomplished only when convenient in conjunction with one of the major objectives listed above. The only exception to this might be an unusual atmospheric phenomena where target photographs would provide useful data otherwise unobtainable.

We intend to fly the C-123 only when we have a justifiable purpose, as outlined above. We consider the C-123 to be a service, providing us with a mechanism to test out equipment, not as a machine we are obligated to keep busy. If the latter were allowed to occur, there would never be adequate manpower to keep the C-123 busy and develop the system.

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As a service, it is vastly superior many times to that which we have in our laboratory, and it will be used to reduce the number of test flights in the A-12, thereby effecting a considerable dollar saving.

Please contact us if you require any additional information concerning the test flight program.

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Prepared

Approved

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Attachment - Figure 1

MB-M-430
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